

ABSTRACT OF THE DISCLOSURE

A power train and a method for controlling and regulating a power train of a motor vehicle with at least two drivable motor vehicle axles. A main transmission is arranged between a motor and the motor vehicle axles for representing various gear ratios. Furthermore, a controllable and regulatable clutch is provided between the main transmission and each of the motor vehicle axles, respectively, whose transmission capacity is respectively adjustable by means of an actuator system. A drive torque can be distributed between the motor vehicle axles as a function of the set transmission capacities of the clutches. The transmission capacities of the clutches can be adjusted to the distribution of the drive torque as needed and optimized as to efficiency by the actuator system such that one clutch can be operated in a slip operation, while the other clutch can be held at least nearly in a synchronous state.